

# MODERNISATION NOTEBOOK

This notebook/design guide is designed to be a working tool, a living document, which can be added to as specific information has been gathered. It has purposely been formulated to take onto job sites.

It is a reference tool, to help and assist those engineers, consultants, mechanics, surveyors and sales teams who are actively involved in the art of lift modernisation.

Although the notebook/design guide is intended to be used on a global basis, local and national working practices in every region cannot be catered for, where recommendations have been made these are intended to demonstrate good working practice and not the only method to achieve the overall objective or goal.

As a living document it is intended to update and issue new and revised pages as and when they are required, lifts that are considered new today, will require modernisation some time in the future and revised data sheet formate will cater for this.

On a similar note, equipment that is more than 30 years old, is only referred to as in the main body of the text as generic equipment and any modernisation to these lifts will require very specialised knowledge and skills.

If this notebook/design guide is purchased and is left unopened on a book shelf, it would be a great shame; if it is purchased and gets oiled fingerprints and dogeared pages, it is fulfilling its function which is to assist, educate and enhance the art of lift modernisation.

# How To Use the Notebook

The project notebook/design guide is intended to be a tool on how to plan a lift modernisation in the most economical (in terms of preparation time) to save multiple journeys to the project site by asking the correct questions at the appropriate time and in a logical sequence.

It is recognised that there are many skilled practitioners in the art of lift modernisation, who over the years have developed their own particular ways of carrying out a survey. But what has become evident is the increasing evidence of “missed during initial survey,” sometimes this may be a minor item such as a governor tension weight switch or of such a magnitude that the project is delayed because it’s not known how to get the Hydraulic Ram out of the building.

By asking the correct questions at the correct time, it cannot be guaranteed that such mistakes will be fully eliminated, but it will ensure they will kept to the absolute minimum.

The notebook/design guide has been designed as a series of loose leaf pages in a design guide formate that can be referred to in each particular section. For example, Guides and Brackets describe the function of each component, how it interacts with each other, also where a component typically requires replacement, refurbishment or experience has shown that further investigation is required.

When the recommendation has been made a tick box can be completed, an area for specific comments is included.

If the inspector is not sure where the component is fitted, a drawing is also provided where the specific component is typically located which also has the function to assist the non expert.

There has been a deliberate attempt to include as many areas for sketches, cryptic notes which may not be vital for the initial survey but may assist colleagues in the future, how these areas are used are up to the individual.

## The Systematic Approach to Lift Modernisation

It is considered that there are nine very specific work stages to any lift modernisation refer to data sheets WS WS1/1 to WS9/2A, whether it is a relatively simple controller change over or a multi-storey refurbishment of a group of lifts.

Each scheme has its own design issues, safety implications and specific criteria, without a structured work pattern fundamental issues can and will be missed.

With each work stage there is a specific purpose, which must be addressed and as necessary signed off when completed, obviously certain stages do not dovetail into each other to give cut and dried answers, but what the systematic approach will ensure is that project lift designers will not flit from stage to stage without purpose and possibly not answer the specific question and miss a vital component that requires overhaul, replacement or liaising with a key member of the design team.